Commercial.

TODAY.

THE SHARE MARKET.

1 o'clock.

Share business continues quiet, the absence from the 'Rialto' of the leading operator, owing to a slight indisposition, having rather a depressing tendency on the fraternity of brokers. Banks are still on offer at 156 per cent. premium, but there appears to be no inclination to deal in this stock at present. Docks are quoted nominally at 28, but the demand for the scrip has died out, and so has the "wealthy Chinese syndicate." There has been an inquiry for Steamboats at 206 for August, and for cash some shares might be placed at 200. Sales of China Sugars have been booked at 150, and there are further sellers at that rate. A few transactions in Luzons at 60 have also been reported. Punjoms have changed hands at 11½, and there are further sellers. Nothing else has come under our observation.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—156 per cent. premium, sellers.

Union Insurance Society of Canton—$87½ per share, sellers.

China Traders' Insurance Company—$68 per share, sellers.

North China Insurance—Tls. 265 per share, buyers.

Canton Insurance Company, Limited—$75 per share.

Yangtsze Insurance Association—Tls. 108 per share, sellers.

Chinese Insurance Company—$195 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$315 per share, buyers.

China Fire Insurance Company—$74 per share, buyers.

Hongkong and Whampoa Dock Company, 28 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Co.—$200 per share, buyers.

China and Manila Steam Ship Company—60 per share, buyers

Hongkong Gas Company—$130 per share.

Hongkong Hotel Company,—$160 per share, sellers.

Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.

Douglas Steamship Company—$50 per share, sellers.

China Sugar Refining Company, Limited—$150 per share, sales and sellers.

Luzon Sugar Refining Company, Limited—$60 per share, sales,

Hongkong Ice Company—$60 per share, buyers.

Hongkong and China Bakery Company, Limited, —$90 per share.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—8 per cent. premium.

Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—9½ per cent. premium.

Hongkong Rope Manufacturing Company, Limited—$51 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Punjom and Sunghie Dua Samantan Mining Co.—$11½ per share, sales and sellers.

Hongkong and Kowloon Wharf and Godown Company—51 per cent. premium, sellers.

EXCHANGE

ON LONDON.—Bank, T. T. 3/0
Bank Bills, on demand 3/0⅛
Bank Bills, at 30 days' sight 3/0⅛
Bank Bills, at 4 months' sight 3/0⅛
Credits, at 4 months' sight.....3/0⅛
Documentary Bills, at 4 months' sight 3/0⅛

ON PARIS.—
Bank Bills, on demand 3.81
Credits, at 4 months' sight 3.88

ON INDIA, T. T. 221
On Demand 221⅛

ON SHANGHAI.—
Bank, T. T.....72⅛
Private, 30 days' sight.....72⅛

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, ... $550
(Allowance, Taels 16 to 48).

OLD MALWA per picul, ...$570 to $580
(Allowance, Taels 16 to 32).

NEW PATNA, (without choice) per chest $485
NEW PATNA, (first choice) per chest $487½
NEW PATNA, (bottom) per chest..... $495
NEW PATNA, (second choice) per chest... $482½
NEW BENARES, (without choice) per chest $477½
NEW BENARES, (bottom) per chest $487½
NEW PERSIAN (best quality) per picul $640
OLD PERSIAN (best quality) per picul $600
OLD PERSIAN (second quality) per picul, $550 to $575

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. Co.'s steamer *San Pablo*, with the American mail of March 24th, left Yokohama on the 12th instant, and is due here on or about the 18th.

THE CANADIAN MAIL.

The Canadian Pacific Line steamer *Batavia*, with the Canadian mails, left Vancouver on the 4th April, and is due here about the 3rd May.

STEAMERS EXPECTED.

The Navigazione Generale Italiana Co.'s steamer *Bormida* left Singapore on the night of the 11th instant, and is due here on the 18th.

The Union Line steamer *Frisia*, from Antwerp, left Singapore on the 14th instant, and is due here on the 20th.

The Glen Line steamer *Glenfinlas*, from London, left Singapore for this port on the 13th instant, and is due on the 20th.

The P. & O. S. N. Co.'s steamer *Tanjore*, from Bombay, left Colombo on the 11th instant, at noon, and is due here on or about the 22nd.

Shipping.

ANTON, German steamer, 396, E. Aereboe, 17th April,—Macao 17th April, General.—Wielef & Co.

PAKSHAN, British steamer, 835, J. Young, 17th April,—Bangkok 10th April, Rice.—Hop Hing Hong.

BAYERN, German steamer, 2,877, R. Sander, 17th April,—Bremerhaven 7th March, Antwerp 11th, Southampton 12th, Genoa 19th, Port Said 26th, Suez 27th, Aden 31st, Colombo 7th April, and Singapore 13th, Mails and General.—Melchers & Co.

MOSKWA, Russian steamer, 2,244, Radlof, 18th April,—Odessa 12th March, General.—Melchers & Co.

TETARTOS, German steamer, 1,578, T. Petersen, 18th April,—Nagasaki 13th April, Coal.—Takasima Colliery.

CHEANG HOCK KIAN, British steamer, 950, Webb, 18th April,—Singapore 11th April, General.—Bun Hin & Co.

FALKENBURG, German steamer, 998, W. Dreyer, 18th April,—Saigon 14th April, Rice.—Melchers & Co.

LOONGWHA, British 3-m. schooner, 174, S. A. Lord, 18th April,—Gorontalo (Celebes), 8th March, Rattans and Ebony Wood.—Ed. Schellhass & Co.

BORMIDA, Italian steamer, 1,499, G. B. Daguino, 18th April,—Bombay, and Singapore 11th April, General.—Carlowitz & Co.

KILDARE, British steamer, 2,277, Johnson, 18th April,—Saigon 14th April, Rice.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Benarty, British steamer, for Saigon.
Antonj, German steamer, for Hoihow.
Moskwa, Russian steamer, for Nagasaki, &c.
Arratoon Apcar, British str., for Singapore, &c.

DEPARTURES.

April 18, *Great Admiral*, American ship, for San Francisco.
April 18, *Septima*, German steamer, for Saigon.
April 18, *Pyotos*, German steamer, for Bangkok.
April 18, *Natal*, French steamer, for Saigon and Marseilles.
April 18, *Benarty*, British steamer, for Saigon.
April 18, *Arratoon Apcar*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Bayern*, str., from Bremen, &c.—Mr. and Mrs. Fressel, Dr. Johannsen, Messrs. von Wildenbruch, H. Hagge, W. Sharp, T. Meyer, Oscar Buchheister, C. Simon, and 195 Chinese.

Per *Moskwa*, str., from Odessa.—Admiral Jermolayeff and family, Dr. Snumoft, Messrs. Shirkanoff, Molotkoff and Malygin.

Per *Pakshan*, str., from Bangkok.—19 Chinese.

Per *Falkenburg*, str., from Saigon.—45 Chinese.

Per *Cheang Hock Kian*, str., from Singapore.—1 European and 40 Chinese.

Per *Tetartos*, str., from Nagasaki.—2 Europeans and 3 Chinese.

DEPARTED.

Per *Natal*, str., from Hongkong.—For Saigon.—Messrs. Ou Teng, Huyuh Boi Hang, Chang Ming, and 1 Chinese. For Singapore.—Messrs. H. Wilmson and Binssenden. For Batavia.—Mr. Khoe Tjoen Tjiang. For Calcutta.—Mr. B. Signer. For Marseilles.—Mr. and Mrs. T. Ortuño and daughter, Mr. and Mrs. de Bezaure, Messrs. R. Mourente, F. Cretin and child, L. Martin and child. From Shanghai.—For Saigon.—Messrs. Ducros and Beverini. For Singapore.—Mr. Farrer and servant. For Marseilles.—Capt. and Mrs. Andrew, infant and servant, Mrs. Roy and 2 daughters, Rev. Morgan, Messrs. Rouen, Rey, Villard, and Fero. From Yokohama.—Mr. Lequeux (French Consul), Captain Tojo, Messrs. Matsumoto, Titibon, Sato, Osawa, Koike, and Segawa. From Kobe.—For Saigon.—Mr. Ozenne. For Singapore.—Mr. Musta. For Marseilles.—Sisters Justine and Agnes.

REPORTS.

The British steamship *Cheang Hock Kian* reports that she left Singapore on the 11th instant. Had fine weather throughout, with smooth sea.

The German steamship *Tetartos* reports that she left Nagasaki on the 13th instant. Had moderate breeze from north-east and south-east with dull weather.

The British steamship *Pakshan* reports that she left Bangkok on the 10th instant. Had light south-east wind in the Gulf of Siam, and light easterly and southerly winds in the China Sea.

The German mail steamship *Bayern* reports that she left Bremerhaven on the 7th ultimo, Antwerp on the 11th, Southampton on the 12th, Genoa on the 19th, Port Said on the 26th, Suez on the 27th, Aden on the 31st, Colombo on the 7th instant, and Singapore on the 13th, and arrived at Hongkong on the 17th. From Bremerhaven to Antwerp and Southampton had strong west-south-west winds with heavy sea and squally, rainy weather. From Southampton to Genoa had very strong west-south-west and north-west winds and heavy sea. From Genoa to Singapore had light variable winds with smooth sea and fine clear weather. From Singapore to Hongkong had light southerly winds with smooth sea and clear weather.

Post Office.

MAIL WILL CLOSE

For Shanghai.—Per *Bayern*, to-morrow, the 19th instant, at 7.30 A.M.

For Nagasaki & Vladivostock.—Per *Moskwa*, to-morrow, the 19th instant, at 10.30 A.M.

For Swatow, Amoy, & Foochow.—Per *Namoa*, to-morrow, the 19th instant, at 11.30 A.M.

For Straits and Bombay.—Per *Thibet*, to-morrow, the 19th instant, at 2.30 P.M.

For Shanghai.—Per *Kutsang*, to-morrow, the 19th instant, at 3.30 P.M.

For Swatow, Singapore, and Bangkok.—Per *Kong Beng*, on Friday, the 20th instant, at 9.30 A.M.

For Yokohama, Honolulu, and San Francisco.—Per *City of Peking*, on Friday, the 20th instant, at 0.30 P.M.

For Yokohama, Kobe, and Nagasaki.—Per *General Werder*, on Friday, the 20th instant, at 3.30 P.M.

For Port Darwin, Sydney, Melbourne, and Adelaide.—Per *Guthrie*, on Saturday, the 20th instant, at 5.00 P.M.

For Singapore.—Per *Olympia*, on Tuesday, the 24th instant, at 3.30 P.M.

For Europe, &c.—Per *Venetia*, on Tuesday, the 24th instant, at 5.00 P.M.

For Europe, &c., Australia, Madras, and Calcutta.—Per *Oxus*, on Thursday, the 26th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

BENARTY, British steamer, 1,119, Le Boutillier, 14th April,—Saigon 10th April, Rice.—Gibb, Livingston & Co.

CARISBROOKE, British steamer, 973, R. Cass, 16th April,—Saigon 12th April, Rice and Paddy.—Morris & Ray.

Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

HONGKONG—STEAMERS.
Continued.

CHINA, German steamer, 648, Ulderup, 13th April, Haiphong 10th April, General.—Melchers & Co.

CHI-YUEN, Chinese steamer, 1,214, R. Null, 14th April,—Penang 3rd April, and Singapore 7th, General.—C. M. S. N. Co.

CITY OF PEKING, American steamer, 5,079, H. C. Dearborn, 15th April,—San Francisco 17th March, and Yokohama 8th April, Mails and General.—P. M. S. S. Co.

DRACHENFELS, German steamer, 1,552, C. A. Tarée, 15th April,—Saigon 11th April, Rice and Paddy.—Adamson, Bell & Co.

GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 14th April,—Nagasaki 9th April, General.—Melchers & Co.

GUTHRIE, British steamer, 2,500, Neil Shannon, 11th April,—Sydney 17th March, Townsville 22nd, Cooktown 25th, Thursday Island 27th, and Port Darwin 31st, General.—Russell & Co.

ILISSUS, French steamer, 779, Roura, 19th Sept.,—Singapore 2nd September, General.—Bun Hin Chan.

KONG BENG, British steamer, 862, R. Jones, 9th April,—Koh-si-chang and April, Rice and General.—Yuen Fat Hong.

KUTSANG, British steamer, 1,495, J. Slessar, 15th April,—Swatow 14th April, General.—Jardine, Matheson & Co.

MENELAUS, British steamer, 1,300, D. Nelson, 16th April,—Liverpool 3rd March, and Singapore 10th April, General.—Butterfield & Swire.

NAMOA, British steamer, 863, F. D. Goddard, 17th April,—Foochow 13th April, Amoy 15th, and Swatow 16th, General.—D. Lapraik & Co.

NORDEN, Norwegian steamer, 1,367, Nielsen, 15th April,—Nagasaki 9th April, Coals and General.—Mitsui Bussan Kaishia.

PHRA CHOM KLAO, British steamer, 1,012, J. Fowler, 15th April,—Bangkok 7th April, General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

VISAVAS, Spanish steamer, 406, J. de Ajubita, 11th March,—Manila 7th March, General.—Ban Ho.

THIBET, British steamer, 1,671, T. F. Creery, 10th April,—Yokohama 1st April, Mails and General.—P. & O. S. N. Co.

WEITING, Chinese steamer, 393, Chang Shing, 17th April,—from Tamsui.

SAILING VESSELS.

AUGUSTA, German bark, 473, Jessen, 17th March,—Amboina 6th Feb., Timber.—Ed. Schellhass & Co.

AUGUSTE, German bark, 1,396, Schumacher, 31st March,—Cardiff 7th November, Coals—Order.

B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.,—New York 17th August, Kerosene Oil.—D. Lapraik & Co.

CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan.,—New York 18th Sept., Kerosene Oil.—Russell & Co.

COLUMBUS, German ship, 1,429, L. Haesloop, 11th April,—Singapore 9th March, Timber.—Captain.

EIDSVOLD, Norwegian bark, 272, P. H. Sannœs, 5th April,—San Francisco 20th Jan., Flour.—Captain.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

F. H. DREWS, German steamer, 624, A. H. Rothhart, 15th April,—Bangkok 6th March, Rice.—Chinese.

H. PRINTZENBERG, German bark, 550, H. Ahrens, 17th April,—Honolulu 5th March, General.—Melchers & Co.

KITY, British bark, 803, Laud, 20th August,—Manila 10th August, Sugar and Hemp.—Captain.

LILLIAN, Hawaiian bark, 394, Dunnun, 22nd March,—Honolulu 1st February, Old Iron.—Kwong Cheong Lung.

MOUNT LEBANON, American bark, 530, Chas. H. Nelson, 17th April,—Rajang, Borneo 18th March, Timber.—Arnhold, Karberg & Co.

PENSHAW, British bark, 729, Geo. Parker, 31st March,—Pitogo 23rd March, Timber.—Lane, Crawford & Co.

SANTA FILOMENA, Spanish steamer, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.

TITAN, American ship, 1,276, Allyn, 28th Jan.,—New York 28th August, Kerosene Oil.—Russell & Co

TETUAN, German bark, 438, Röper, 1st April,—Singapore 29th January, Hardwood and Timber.—Chinese.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p., 4 guns, Commander R. Blair Maconochie, Hongkong.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h-p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Hongkong.

Cockchafer, gunboat, 2nd-class, 460 tons, 470 h-p., 4 guns, Lieut.-Commander H. H. Boteler, Shanghai.

Constance, cruiser, 3rd-class, 2,380 tons, 2,590, h-p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p., 10 guns, Captain H. H. Boys, Shanghai.

Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h-p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Espoir, gunboat, 2nd-class, 465 tons, 470 h-p., 4 guns, Lieutenant-Comdr. H. H. Adams, Yangtsze.

Firebrand, gunboat, 2nd-class, 455 tons, 460 h-p., 4 guns, Lieutenant-Comdr. J. Denison, Manila, re-commissioning.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h-p., 8 guns, Captain Charles J. Balfour, Hongkong.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p., 10 guns, Captain M. J. Dunlop, Japan.

Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h-p., 5 guns, Commander W. H. Marrack, Hongkong.

Merlin, gunboat, 2nd-class, 430 tons, 430 h-p., 4 guns, Lieut.-Comdr. W. H. Maturin, Hongkong

Mutine, sloop, 1,130 tons, 1,120 h-p., 10 guns, Commander J. H. Martin, Hongkong.

Rambler, surveying-vessel, 830 tons, 690 h-p., 3 guns, Commander W. A. Moore, Hongkong.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p., 6 guns, Lieutenant-Commander W. H. M. Dougall, Hongkong.

Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h-p., 12 guns, Captain W. C. Karslake, Hongkong.

Satellite, cruiser, 3rd-class, 1,420 tons, 1,400, h-p., 8 guns, Captain T. P. W. Nesham, Hongkong.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h-p., 5 guns, Commander A. C. B. Bromley, Hongkong, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h-p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,127 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wanderer, sloop, 925 tons, 750 h-p., 4 guns, Commander G. A. Giffard, Hongkong, re-commissioning.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
San Pablo	San Francisco	April 18th	O. & O. S. S. Co.
Bormida	Bombay	April 18th	Carlowitz & Co.
Glenfinlas	London	April 20th	Jardine, Matheson & Co.
Frisia	Antwerp	April 20th	Russell & Co.
Tanjore	Bombay	April 22nd	P. & O. S. N. Co.
Batavia	Vancouver	May 3rd	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Venetia	P. & O. S. N. Co.	April 25th, daylight.
London, via Suez Canal	Deucalion	Butterfield & Swire	To-morrow.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	April 16th, at noon.
Bremen, & Ports of Call	Bayern	Melchers & Co.	May 9th, at 4 p.m.
Genoa, & Ports of Call	Bormida	Carlowitz & Co.	April 27th, at 10 a.m.
Havre and Hamburg	Olympia	Siemssen & Co.	April 24th, at 4 p.m.
Vancouver, B.C., via K., &c.	Batavia	Adamson, Bell & Co.	May 10th, at 3 p.m
San Francisco, via Yhama	San Pablo	O. & O. S. S. Co.	May 1st, at 3 p.m.
San Francisco, via Yhama	City of Peking	Pacific Mail S. S. Co.	April 20th, at 1 p.m.
Sydney, Melbourne, &c.	Guthrie	Russell & Co.	April 22nd, daylight.
Bombay, via Straits	Thibet	P. & O. S. N. Co.	To-morrow, at 3 p.m.
Singapore and Penang	Pemptos	Ah Yon & Co.	To-morrow, at 4 p.m.
Yokohama and Kobe, &c.	General Werder	Melchers & Co.	April 20th, at 4 p.m.
Tientsin	Kwongsang	Jardine, Matheson & Co.	About April 26th.
Shanghai	Bayern	Melchers & Co.	To-morrow, at 8 a.m.
Shanghai	Kutsang	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Shanghai, via Amoy	Menelaus	Butterfield & Swire	To-morrow, daylight.
Swatow, S'pore, Bangkok	Kong Beng	Yuen Fat Hong	April 20th, at 10 a.m.
Coast Ports	Namoa	Douglas Lapraik & Co.	To-morrow, at noon.

Intimations.

W. POWELL & CO.

HAVE RECEIVED EX LATEST STEAMERS.

A FULL ASSORTMENT OF

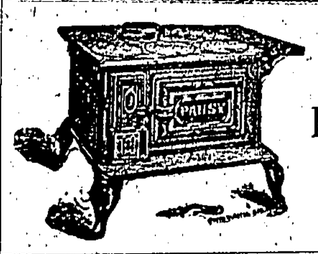
NEW SPRING AND SUMMER GOODS

IN EVERY DEPARTMENT.

W. POWELL & CO.

VICTORIA EXCHANGE.

(TELEPHONE 21) Hongkong, 5th April, 1888 [6



COOKING AND HEATING STOVES IN DIFFERENT STYLES.

MUSTARD & CO., SHANGHAI.

Shanghai, 15th March, 1888. [1254

INTIMATION.

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PROVISION MERCHANTS,

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GENERAL COMMISSION AGENTS

No. 11, Praya Central,

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CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

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IMPERIAL CHAMPAGNE, LA GRANDE MARQUE.

FLENSBURG STOCKBEER.

ENGINEERS AND BLACKSMITHS' TOOLS.

AND EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [85

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1887. [603

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL. [604

FOR SALE AT MACAO.

ON MODERATE TERMS.

AN extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to "THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 3rd April, 1888. [366

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.

Apply to

A. A. DE MELLO & Co., Macao.

Macao, 3rd April, 1888. [367

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL

$7.25 per Case of 4 Dozen Quarts.
9.00 " 8 " Pints.

EDUARD SCHELLHASS & CO., Sole Agents, Hongkong and China.

Hongkong, 29th November, 1887. [471

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA, Acting Manager.

Hongkong, 19th January, 1888. [105

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT.
CLARETS; CHAMPAGNE.
HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.

Apply to

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th December, 1885. [11

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

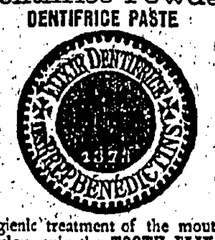
PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c.

Hongkong, 16th January, 1888. [41

Intimations.

DENTIFRICE ELIXIR
Dentifrice Powder
DENTIFRICE PASTE



Hygienic treatment of the mouth. Employ only the TOOTH ELIXIR and the TOOTH POWDER and PASTE of the R. R. F. F. BENEDICTINES of the Abbey of Soulac, Gironde (France).

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Section VI.

The Nan-hung Kuo talking to Confucius said was a great archer, and Ng-ao a perfect Hercules, but neither could control his fate; while Yu and Chi, who followed the plough, attained the Empire. Confucius said nothing, but when Kuo had gone out he exclaimed—There is a master! One who appreciates what real strength consists in.

"The moral of David and Goliath."

Section VII.

There have been gentlemen who were not Christians, but never yet a cad who was one.

"True faith will raise the lowest."

Section VIII.

Can you love, yet be unwilling to take trouble for the object of your thoughts? Can you be loyal and fear to admonish?

"You may lose his favour, but it is your duty to your prince to give him good advice."

Section IX.

All documents in Ch'ing passed through four hands. Pê-shên drafted them; Uncle Shih put them in form; Tsi-yu, the Secretary for Foreign Affairs, revised them, and Tzê chun of Tung-li polished their wording.

"A fragment of his history."

Section X.

Some one asking him about Tzê-chun, he said he was a kindly man; but when asked what he thought of Tzê-hsi, he said—That fellow! that fellow! Being asked about Kuan-chang, he said—The town of Pien with its teeming population was taken away from the head of the Po family and given to him, but though the latter was thereby reduced to proverty and lived to extreme old age he never had a word to say against the man by whom he had been supplanted.

"If the man you have done a mortal injury speaks well of you, he may be taken as sincere."

Section XI.

It is easier to be rich and take no pride therein, than to be poor and not to feel aggrieved.

Section XII.

Mang Hung-cho would be excellent as Minister in Choo or Wei, but he would not be fit to act as such in Têng or Hoi.

"Yet we think a man who can head a skirmish must needs be able to lead an army."

Section XIII.

Tzê-lu asking him what a man needed to be perfect, he said—The knowledge of Tsêng Wu-chang,—the unselfishness of Kung-cho, the courtage of Chuang of Pien, and the accomplishments of Yen-chin. The man who can display these qualities in accordance with the laws of Society and the ordinances of Religion is perfect; but perhaps this is too high a standard for these days; you may say a man is perfect who, when his interest is in question, remembers what is right, who carries out his orders though danger threatens him, and who sticks to his word, however long ago he made the promise.

Section XIV.

Confucius asking the Kung-Ming Chia if it was true the Kung Shu Wên never preached to people, never made merry with them, and never accepted presents, the Kung Ming said—The person who has told you so has gone beyond the truth. My master speaks when there is occasion, but he never worries people with his admonitions; he makes merry when there is occasion for mirth, but he does not trouble people with continual merry-making; he takes offerings when he can rightly do so, but he never oppresses his people by continual asking. Confucius then said—Is he like that? is he really like that?

"A jubilee every year would become a weariness."

Section XV.

Though men say Tsêng Wu-Chung did not put pressure on his Sovereign when he took advantage of his being in possession of Fang to get his succession in Lu confirmed, I don't believe them.

"A request has the appearance of a threat if made when you are in a position to threaten."

Section XVI.

Duke Wen of Tsin was crafty, but not upright; Duke Huan of Chi just the reverse.

"A note for his history."

Section XVII.

Tzê-lu saying that Kuan Chung failed in his duty because he did not die with his master, as Shao-hu did when Duke Huan had his brother Chiu put to death, Confucius said—He was the best of men, the very best. It was through him Duke Huan brought all the princes into union without using a soldier or a chariot.

"He saw his higher duty was to live, much as he wished to die."

Section XVIII.

Tzê-kung saying Kung-chung was not a man of virtue in that when Duke Huan caused his brother Chiu to be put to death he did not die with him, but even joined Huan, Confucius said—He joined Duke Huan, and was made President of the feudal princes, and the people to this day reap the benefit of the regularity he brought into every department of the State. Without him we ourselves should be barbarians. Would you have had him imitate the fidelity we hear of in vulgar life, where husbands and wives hang or drown themselves because their consorts die without the world even knowing of it?

"Your duty to the world is more important even than your duty to your prince."

Section XIX.

The Tai-fu Chien, who had been a Minister of the Kung-shu Wên, took his place among the nobles at Court beside his former master; Confucius when he heard of it, said—He will be Wên himself one day.

"A pun on the word 'Wên,' which means *scholary*."

Section XX.

Confucius inveighing on the viciousness of Duke Ling's conduct, Chi-hung said—How is it he does not come to grief? Confucius replied—How can he do so with the Chang-sha Yuan as Grand Chamberlain, Precentor To as Director of the Temple, and the Wang-sun Chia as Captain of her armies?

"If you have good officers and leave them alone, the State will go on admirably without you."

Section XXI.

If your programme is too ambitious you will find it difficult to carry it out.

"Better a little done well."

Section XXII.

When Duke Chien was murdered Confucius purified himself as if for the ceremonies of the Temple, and went to Cou't and denounced it to Duke Ai. The Duke said—Denounce it to the Three Principals, on which he said—The great officers should have done so before me, but I dared not omit doing so; your Highness tells me to denounce it to the Three Principals. He then denounced the crime to them, and on their refusing to take notice, he said—Though the great officers should have done so before me, I dared not omit to denounce the crime.

"Although not in office, you have no right to stand by and see great outrages committed without saying anything."

Section XXIII.

Tzê-lu enquiring how you should conduct yourself in your relations with your Prince, Confucius said—Never fail to shew him due respect even though you may withstand him face to face.

"The Office must be respected."

Section XXIV.

The perfect man is wise in things above, the common fellow in things below.

"The fear of the Lord is the beginning of wisdom."

Section XXV.

Of old men studied for themselves, now for the world alone.

"For fame, and not for self-improvement."

Section XXVI.

Chu-po-yu sending a man to him on some business or other, he made him sit down, and asked him what his master was doing. The messenger replied—Trying to avoid excess, but not yet able to do so. When the man was gone, Confucius said—A message! A message!

"Moderation is the most difficult of virtues."

Section XXVII.

It is only for the Ruler to decide on the policy to be pursued.

"The responsibility being his."

Section XXVIII.

Tsêng remarked—The perfect man never thinks even of what lies beyond his province.

"One's own duties are quite sufficient to occupy one's time."

Section XXIX.

The perfect man is modest in what he says, but passes others in what he does.

Section XXX.

Confucius saying—In three things pertaining to the perfect man I fail: in love of all to have no room for grief; to know so well that doubts no longer rest; to boldly take one's course and feel no fear,—Tzelse said—That is just what you do.

"In thought of others to have no thought of self, to feel your conscience can be trusted, and to do whatever you feel is right, and dare the devil."

Section XXXI.

Tzû-hung being given to criticising others, Confucius said—He must have attained perfection; for my part I have no time to consider other people's blemishes.

"The parable of the mote and the beam put in another way."

Section XXXII.

Don't fret because men do not recognize your worth, but only that you still are lacking.

"Men will recognize your merit some day."

Section XXXIII.

The man of worth is never taken in by what is false, although he apprehends no guile and calculates on no deceit.

"For he acts always after due consideration."

Section XXXIV.

Mow, the prophet of Wei, saying to him—What do you mean, Confucius, going on shifting from perch to perch? I fear you are a time-server, he replied—I dare not be that, but I am sick of those who hold obstinately to one fixed idea.

"Confucius was always ready to learn."

Section XXXV.

You don't call a horse a thorough-bred because he is strong, but because he has all the good qualities of a horse.

"Or a man a saint because he goes to Church."

Section XXXVI.

Some one asking him what he thought of the saying "Return good for evil," he replied—If you do so how will you repay good? Meet injustice by justice, repay benefits by benefits.

"Don't trouble to avenge yourself, but why reward the evil-doer?"

Section XXXVII.

Confucius saying—Alas! No one knows what I really am! Tzê-hung asked him what he meant. He replied—I do not complain of Heaven, I do not blame mankind; my learning is that of a humble man, but it reaches high. It is only God that knoweth what I am.

"Confucius felt he had a mission, and yearned that men should recognize it."

Section XXXVIII.

When the Kungpo Lian brought his false accusation against Tzê-lu to Chisün, the Kungpo Tzê-fu in speaking to Confucius about it said—If you are disturbed in mind about it, remember I have power to have him hung up in the market place. Confucius replied—If my doctrine is to make way it is fated to do so; if it is to fall to the ground it is fated to do so. What can Liao effect against the wish of Heaven?

"Confucius scorned earthly protection."

Section XXXIX & XL.

Some men of worth have given up the world, some have given up their country, some the enjoyments of life, some their very doctrine.

I could name seven who have done so.

"Yet none of these should, under ordinary circumstances, be abandoned."

Section XLI.

Tzê-lu going to pass the night at Shihmên, the gatekeeper asked him where he came from; Tzê-lu replied from Confucius. Ah! said the gate-man, that's the man who is trying to do the impossible.

"The world will never be reformed, but yet it is our duty to reform it."

Section XLII.

One day as Confucius was playing on the musical stone a man carrying a basket passed the door and said—The man who plays the King does so because his heart is heavy; foolish fellow, to go on grumbling like the pebbles in the brook! If your worth is not recognized, give up and have done with it. If the ford is deep you must lift your clothes to the neck; if it is shallow you must lift them to the knee. Confucius hearing, said—Really, there is no difficulty in that.

"Troubles must come, and with them worries."

Section XLIII.

Tzê-chung remarking that Kao-tsung is said in the Bible to have said nothing during his three years' mourning for his father, Confucuis said—Why say Hao-tsing only? in olden times if was always so; when the Emperor died the various Secretaries transacted the public business for three years under the orders of the Prime Minister.

"But the practice was found to be awkward."

Section XLIV.

When the rulers hold to the rules of propriety the people respond willingly to their calls on them.

"But rulers, as a rule, do not."

Section XLV.

Tze-lu asking about the perfect man, h said He cultivates himself to honour others. Tze-lu saying "Is that all?" he said—He cultivates his powers in the hope of peace. Tze-lu saying again "Is that all?", he said—He cultivates himself that the world may be at rest, Even Yao and Shen were grieved at heart for thinking how to give the people rest.

"The perfect man is virtuous for the world's good, not for his own salvation."

Section XLVI.

Yuang-jung receiving him one day, squatting on his heels, without rising at his approach, Confucius smote him across the shins with his staff, saying—You thief, when you were young you were never respectful; no good is related of your manhood, and now you are old, you won't die.

"When fit for nought 'tis best to die."

Section XLVII.

Employing a youth of Chueh to carry his messages, someone remarked—I suppose he is getting on. Confucius replied—I observe he is fond of sitting in grown men's seats, and never gives way to his elders; he does not seek to get on, he wants to be perfect straight off.

"We are always thinking of ourselves instead of our opportunities."

THE CHINESE AND THE MISSIONARIES.

The Rev. John Ross, who has followed the missionary business with head-quarters at Newchwang for some time with a good deal of success, on retiring from the field of his labors, has issued the following valedictory address:—

"As so much has been said about the antagonism to missions and missionaries of Chinese authorities and literary men, I think it may not be uninteresting to know that in this matter also there are exceptions. In the large city of Moukden which is, in proportion to its size, perhaps more crowded with officials than any city in China, my experience would not warrant me in denouncing the Chinese authorities, nor have I had much to complain of in the conduct of the literary classes. Our work to begin with, like work almost everywhere else, was bitterly assailed by idle undergraduates. But it should be borne in mind that the opposition was directed not against the Christian but the foreigner. Even in our earliest history there, the literary classes soon began to acknowledge the excellencies of Christianity, while they took no pains to hide their suspicions as to the object of the foreigner. And when we find enlightened governments like those of France and Russia treating and suspecting missionaries as political agents, need we be surprised if the Chinese credit the missionary with other than religious aims? This suspicion is not by any means dead even yet in Moukden, though I was most careful in avoiding any step tending to deepen the impression. As it appeared at an early date that this political aspect of Christianity was the dread of the Chinese, I made it a point to meddle as little as possible with the administration of the law. Whether from this policy or whether from other reasons I am not prepared to say, but the fact remains that the official world of Moukden is distinctly favourable to the missionary, and the mind of the literary classes generally is disposed to friendliness.

"From my own experience I firmly believe that were Christianity divorced in the Chinese mind from politics, both people and rulers would rapidly and extensively adopt Christianity. It is amazing to find the extent to which knowledge of and esteem for Christianity have grown in the minds of Chinese and Manchus in the city of Moukden, and widely over the province of Manchuria. In leaving the shores of China I desire, therefore, to record my gratitude for the almost invariable kindness of the officials, and to express my pleasure at the manner in which the people have shown their forbearance to one who went a stranger among them, and whose object they could not, and did not for years, understand. I see no reason to question that when my colleagues in that field shall have been as long among the people as I have been, they will be able to speak of even greater kindliness and more marked success."

THE BIRTHPLACE OF CONFUCIUS.

Under the above heading a correspondent writes to our Shanghai morning contemporary:—

In the *Daily News* of February 21st appears a leader on the difficulties that have arisen in Yen-chow-fu. The idea advanced is like that of the Peking correspondent, and may be summed up in these words, "Let missionaries keep away from Yen-chow-fu, the home of Confucius." In every question, however, there should be a clear discrimination, and no better way to secure such a discrimination can well be found than to know the facts. First of all, then, the city of Yen-chow-fu is not the home of Confucius. That renowned sage was born in what is now called the city of Chü-fou, some 10 miles east of Yen-chow-fu. The home of Mencius is some 13 miles south of Yen-chow-fu, in the city of Chou-hsien. The place where Confucius for a time lived in an official capacity, is the present city of Wen-shang, some 30 miles west of Yen-chow-fu. The city of Chining-chow, some 23 miles south-west of Yen-chow-fu, is also noted as being the home of several important families, while to the south is a temple erected in honour of the Sage Chung. Likewise a few other places are noted for scenes connected with the lives of the different sages. Strange to say, amid all that large number, the city of Yen-chow-fu is not thus noted. The prefecture is thus noted, but not the city. For the officials and gentry of Yen-chow-fu to raise an objection to missionaries, because that place is the home of the Sages, is assuming an honour that does not belong there.

But secondly, the city of Yen-chow-fu does not even possess one important family properly to be classed among the gentry. The man who has been the most active in stirring up trouble is only of the first literary degree. In the district of this city, living quietly in a retired village, is a man who is popularly called a saint, for different members of his family have been accustomed to help all the poor that came to them, and to this day the name of this family is better known throughout the Province than the name of any Governor. It is needless to say that this family has raised no opposition, stirred up no riots.

Again, in the third place, the main cause of trouble is traced directly to the officials in office in Yen-chow-fu. The city is the head of a Circuit, and the Taotai of this Circuit is a Kuangsi man, noted for his hostility to foreigners. This hostility was characteristic of him when a subordinate official in Peking, and more than once has he been at swords' points with the present Chinese Minister to the United States. The Prefect of this Prefecture is a Manchu, without much experience in provincial or local government. The Magistrate, who has since died, could only follow the lead of his superiors. Now, what was the trouble with these officials? Simply the guilt of utter neglect of duty. Not only did they refuse to see the Roman Catholic Bishop at the end, but at the outset. This same refusal an American missionary likewise experienced. One time on a visit there when his life was threatened, he sent his passport to the Prefect, who refused to do anything whatever in the matter of protection. Later on, when the official was on a visit to the capital, the missionary tried to see him and explain the situation, but he replied, "If you have any business, see the Governor." I believe that if, at the outset, before troubles arose, the officials had granted interviews, the Roman Catholic Bishop might have been persuaded to a plan of moderation, or at least he could have been warned and argued with. This same American missionary has visited, some four times, the cities of Ch'ü-fou, Chou-hsien and others, properly the homes of Confucius and Mencius, but not once did he experience any trouble. Officials, the descendants of the sages, the local gentry, and the people, were alike friendly, and much of this friendliness is due to the simple fact that the officials were seen and the particular business was explained.

Notwithstanding all this, I regard it as inexpedient for any missionary, Protestant or Roman Catholic, to attempt to *secure property* in either Ch'ü-fou, Chou-hsien or Yen-chow-fu. On my visit to these places, I received friendly attention (outside of Yen-chow-fu), merely because I did not want either to purchase or rent property. The Roman Catholic Bishop, having an ecclesiastical jurisdiction similar to the political jurisdiction of the Taotai, naturally desired to locate his headquarters in the same centre. As his colleague has a cathedral in Chi-nan-fu, so he naturally would like a cathedral in Yen-chow-fu. But it was just this *property* object that brought the trouble, in large part.

Furthermore, we believe most firmly that no missionary, Protestant or Roman Catholic, should even visit these places for missionary purposes, unless he really has a profound respect for the persons and teachings of Confucius and Mencius, and is willing to forego converts for the sake of peaceably and gradually teaching all truth. For one to come to these places with the object of overthrowing Confucianism, ignorant of the splendid work that these Sages have done for China, would be the height of folly. I fear that with many, just such a belligerent attitude would be taken. To such I would say, with the Peking correspondent, "keep away."

All this is primarily good reasoning, but now it may not be practical or to the point. The state of affairs at present is more serious. The Roman Catholic Bishop has taken deeds of property in Yen-chow-fu. The question is now to be settled between the French Minister and the Tsungli Yamên. For the Bishop or the Minister to give up everything, now that the contest has been started, would be dangerous to the interests of all foreigners in the Province of Shantung. If Yen-chow-fu were really the city of Ch'ü-fou, the home of Confucius, I might advise the Bishop to retire from there, and be allowed to build in Wen-shang, for in that district the Bishop has many adherents. But if I compare Yen-chow-fu with Wen-shang, in some respects the latter is more important, for in matter of renowned gentry it is especially so. I think the Bishop might be allowed to secure property in Yen-chow-fu, but only with the understanding that he erect no foreign style building or high building like a cathedral. I fear, however, that the Bishop would not grant such ignoring of his power and display. Whatever is yielded, I believe that missionaries, both Protestant and Roman Catholic, should not be prevented from visiting Yen-chow-fu, or from seeing the officials on matters of business, whether of that city, or district, or prefecture, or circuit. Again I say, there should be discrimination.

Turning to other places, the opposition at Tai-an-fu seems to have died away, for at last the Church of England missionaries have succeeded in renting a house, and they hope that all may be peace.

THE STORM IN AMERICA.

GREAT LOSS OF LIFE.

The London *Times* publishes the subjoined telegrams:—

PHILADELPHIA, March 17th.

As the country emerges from the snowdrifts the reports of disasters and loss of life increase. Over 200 persons have perished. The fiercest effects of the gales were in and around New York. As the workmen dig out snowpits corpses are found in them of persons frozen to death, standing in the streets where the snow overcame them. Twenty-one lives are already reported to have been lost in New York, 24 deaths in and near New Jersey, four near Raritan, seven at Newhaven, and 26 in and near Fairhaven, Connecticut.

Terrible reports come from Long Island Sound, where the towns are just getting into communication with the outside world. Besides the lives already reported lost in Chesapeake Bay, twelve additional deaths by drowning are reported. The most painful tale is sent from Crisfield, Maryland, where a vessel was seen flying a signal of distress. After great exertion, aid was sent to her from the shore, when the entire crew of five men were found frozen and dead. Two more New York pilot boats are reported safe, and another is disabled at Delaware Breakwater. Out of the whole fleet 11 are missing, 12 are known to have been wrecked, and six have been saved.

The delayed steamer *Britannic* sailed on Thursday for Liverpool. Two steamers and three other schooners have been wrecked at Long Island Sound.

Three thousand men and 1,000 horses, carts, and trucks have worked throughout the night in New York clearing a passage through the centre of Broadway, where the snow lay from 6ft. to 10ft. deep, and also to the ferries. Among the troubles of New York is the inability to reach the cemeteries for funerals, and 500 corpses have accumulated unburied throughout the city. Attempts were made to break a passage into Greenwood Cemetery, Brooklyn, where 100 bodies await burial. After hours of work a passage was made of 300 feet to the receiving vault, but it was impossible to reach the graves. In many cases funeral services have been conducted, but the corpses remain at home.

Railway travelling is partially resumed and the routes are opened between Philadelphia and New York, with the general relief of snowbound passengers.

March 18th.

More disasters caused by the recent storm are reported. The British barque *Brimiga*, from Bahia, sank near Delaware Bay, and all on board, fourteen persons, perished. Nearly 200 shipwrecks are already reported from Chesapeake Bay, with the loss of 40 more lives. A snow-plough with four locomotives, while forcing a passage on the railway through the snow-drift near Sharon, New York, was thrown from the track on Friday. Five men were killed and four injured. The first train which started on the New England Railroad from Springfield, Massachusetts, with two locomotives was thrown from the track. A steam-pipe burst, and three men were scalded to death. A Lackawana Railroad train near Binghamton, New York, slipped off the rails and rolled down the embankment, 30 persons being injured, two of whom have died.

New York City is slowly recovering from the effects of the storm, and business is reviving. The streets are filled with slush produced by the thaw. The steamers for Europe billed for yesterday were generally despatched, but with light cargoes, chiefly corn. The corn was conveyed in lighters, and it was the only freight that could reach the piers. The New York pilots have now heard from their missing boats. One sailed into New London, having lost one man, washed overboard; while another, under jurymasts, is making for Sandy Hook. The railway blockade between New York and Boston was broken on Friday night, after the district had for five days been snow-bound.

Direct telegraphic communication is not yet restored. Some of the American telegrams sent to *The Times* have been transmitted to London *vid* Chicago, Montreal, and Sydney, Cape Breton, and thence to the cables.

OTTAWA, March 16th.

The Pacific Ocean train arrived at Montreal to-day only one hour late. Between Lake Superior and Pacific coast the line was clear, the only block being between Port Arthur and Montreal.

HONGKONG TEMPERATURE.

From Messrs. FALCONER & Co.'s Register.

To 9 A.M.	
Barometer—9 A.M.	30.01
Barometer—3 P.M.	30.06
Barometer—9 P.M.	30.05
Thermometer—9 A.M.	71
Thermometer—3 P.M.	73
Thermometer—9 P.M.	71
Thermometer—3 P.M. (Wet bulb)	71
Thermometer—9 P.M. (Wet bulb)	71
Thermometer—Maximum	71
Thermometer—Minimum (Low night)	71

CHINA COAST METEOROLOGICAL RETURN.

19th April, 1888.—At 4 p.m.

STATION.	Barometer reduced to 32° and Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Wladivostock	29.67	42	—	S	0	—	—
Toldo	29.62	—	—	SW	2	c	—
Nagasaki	29.97	—	—	SSW	2	c	—
Shanghai	29.76	64	81	W	2	c	0.00
Amoy	30.00	65	65	N	2	c	0.00
Hongkong	29.91	69	94	—	0	b	—
Haiphong	—	—	—	—	0	—	—
Bolinao	29.95	86	—	—	0	—	—
Manila	—	—	—	—	0	—	—

18th April, 1888.—At 10 a.m.

STATION.	Barometer reduced to 32° and Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Wladivostock	29.85	37	91	W	2	b	—
Tokio	29.84	—	—	S	2	—	—
Nagasaki	30.06	—	—	WSW	2	—	—
Shanghai	30.06	62	83	—	0	—	—
Amoy	30.01	69	100	N	2	c	0.71
Hongkong	30.02	73	88	ENE	2	c	0.66
Haiphong	30.00	72	91	—	0	—	—
Bolinao	30.01	64	88	—	0	c	—
Manila	—	—	—	—	0	—	—

The barometer has risen a little and gradients are very gentle for east winds. Cloudy or foggy, warm and damp weather prevails.

—Barometer reduced to level of the sea in inches, tenths and hundredths. —Temperature in the shade in degrees, Fahrenheit. —Humidity or percentage of saturation, the difficulty of absolute dryness being 100. —Direction of the wind in two terms. —Force of the wind according to Beaufort's scale: 0 Calm, 1 Light Air, 2 Light Breeze, 3 Gentle Breeze, 4 Moderate Breeze, 5 Fresh Breeze, 6 Strong Breeze, 7 Moderate Gale, 8 Fresh Gale, 9 Strong Gale, 10 Whole Gale, 11 Storm, 12 Hurricane. —Cloudy, —Overcast, —Fair, —Rain, —Snow, —Thunder, —Visibility of Dew point. —Rain in inches and hundredths.

W. DOBSON,
Superintendent Observatory.

18th April, 1888.

Today's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"

Captain R. Sander, will leave for the above place TO-MORROW, the 19th instant, at 8 A.M.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, 18th April, 1888. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports on FRIDAY, the 20th instant, at 4 P.M.

The Steamer has excellent Passenger accommodation, is fitted up with Electric Light, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, 18th April, 1888. [4

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Shannon, will be despatched for the above Ports, on SUNDAY, the 22nd instant, at DAYLIGHT.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 18th April, 1888. [404

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

Captain Dagnino, will be despatched as above on FRIDAY, the 27th instant, at 10 A.M.

At Bombay the Steamers are discharging in Prince's Docks.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 18th April, 1888. [422

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO SHIPPERS.

CARGO for shipment per S.S. "THIBET" for Straits and Bombay, will be received into the Company's lighters opposite this Office, during the strike of the cargo boat people, at a uniform rate of 10 Cents per Ton of 40 feet.

E. L. WOODIN,
Superintendent.

Hongkong, 18th April, 1888. [423

Masonic.

EOTHEN MARK LODGE OF HONGKONG, No. 264.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 19th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 13th April, 1888. [411

Notices of Firms.

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, 1st January, 1888. [53

NOTICE.

MR. GEORGE DIXWELL FEARON was admitted a PARTNER in our Firm on the 1st January, 1888.

DEACON & Co.

Canton, 2nd April, 1888. [384

Intimations.

FOUND.

AT TAI-YU-SHAN yesterday, a SILVER LOCKET. Owner can have the same by applying at the

"HONGKONG TELEGRAPH" OFFICE.

Hongkong, 16th April, 1888. [420

ROYAL ARTILLERY ATHLETIC SPORTS.

COLONEL CRASTER and the Officers of the Royal Artillery request the pleasure of the company of the Ladies of Hongkong at their Sports to be held on the CRICKET GROUND, on SATURDAY NEXT, the 21st instant, at 10.30 A.M.

J. D. ANDERSON,
Secretary,
R. A. Sports Committee.

Hongkong, 17th April, 1888. [421

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of FIFTEEN per cent. upon Contributions for the year 1887 has this day been declared.

Warrants may be had on application at the Office of the Society on and after the 30th instant.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Hongkong, 16th April, 1888. [416

A LADY residing in England wishes to have Two or Three Children to EDUCATE with hers.

Careful training, with the advantage of FRENCH and GERMAN TAUGHT in an English home.

Good references required and exchanged.

Apply to

—LANE, CRAWFORD & Co.

Hongkong, 27th March, 1888. [348

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY GENERAL MEETING of the above Company will be held at the Head Office, on WEDNESDAY, the 25th April, 1888, at HALF-PAST TWO O'CLOCK P.M., for the presentation of the Report of the Directors and Accounts to the 31st December, 1887; the declaration of Dividends, the election of Directors and Auditors for the current year, and the transaction of any other business which may be transacted at an ordinary General Meeting.

The TRANSFER BOOKS of the Company will be closed from the 12th to the 25th instant, both days inclusive.

By order of the Court of Directors.

ALEX. ROSS,
Secretary.

Shanghai, 4th April, 1888. [396

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 35.

JUNK SUNK OFF LINTIN.

NOTICE is hereby given, that this wreck has drifted about ½ a mile to the South East of its former position, and now lies directly in the fairway.

High peak of Lintin bears S. 41 °W.
Fan-si-ak N. 55 °W.
Sui-shan Pagoda N. 12 °W.

The above bearings are Magnetic.

J. H. MAY,
Harbour Master.

Approved:

FRANCIS W. WHITE,
Commissioner.

Custom House,
Canton, 14th April, 1888. [417

NOTICE TO MARINERS,

No. 216.

CHINA SEA.

SHANGHAI DISTRICT.

WOOSUNG LIGHTHOUSE.

NOTICE is hereby given that, in consequence of changes that have taken place in the banks bounding the channel across the Woosung Outer Bar, the Woosung Light has been altered to show—

White between the bank of the Yangtze to the north-westward of the Lighthouse and S. 14° 30' W.

Green between S. 14° 30' W. and S. 57° 20' W.

White between S. 57° 20' W. and S. 70° 50' W.

Red between S. 70° 50' W. and the left (western) bank of the Woosung river.

The bearings are magnetic and from seaward.

By Order of the Inspector General of Customs,

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 9th April, 1888 [418

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [32

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

[631

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

SOLE AGENTS

for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPY GLASSES.

No. 8, QUEEN'S ROAD CENTRAL. [631

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888 [5

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock; so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 18, 1888.

THE STRIKE OF THE CARGO-BOAT COOLIES.

It is only a few days since the *Daily Press* took upon itself to severely censure and throw ridicule on the *North China Daily News*, because the last named journal had ventured to express an opinion that it was hardly a matter for surprise if the Chinese in Hongkong did think that there was one law for them and another for foreigners. "We cannot but express our extreme surprise," said the little Jove of our morning contemporary, "that a sober journal like the *Daily News* should support such a silly notion as that there is in Hongkong one law for the Chinese and another for foreigners." The surprise of the writer in the *Daily Press* can signify but very little, as it is clearly apparent that he either must have lived for years in the most besotted ignorance of what has been transpiring around him, or has some purpose to serve in "burking" the truth. It has always been notorious, from the foundation of the colony up to the present day, that there has been one law for the Chinese and another for British and foreign residents; and in support of this assertion we have only to point to the strike amongst the cargo-boat coolies, which for the past few days has almost paralysed every description of work in the harbour. Some extraordinarily clever official, with whose identity we are not at present acquainted, decreed that it was requisite the whole of the men employed in the boats loading and unloading cargo from vessels, should be photographed, and that these photographs should be filed at the Central Police Station. It does not appear to have struck this energetic and intelligent gentleman that his brilliant idea made these workmen what in police court phraseology are known as "suspects"—a sort of hybrid ticket-of-leave men—without any apparent reason or justification. Doubtless there are rogues and thieves in the ranks of the cargo-boat coolies, as there are in much higher ranks of life in the colony; but we quite fail to understand why on this account the whole of a numerous, useful, and generally respectable body of workmen should be compelled to conform to regulations which place them only a shade lower than convicted criminals. Would this arbitrary piece of offensive class legislation be tolerated if an attempt were made to apply it to any section of the European community? Supposing the police authorities insisted on the bank and insurance clerks employed in the colony supplying their photographs to the detective department—what would inevitably be the result? The question requires no answer. And yet the cases are, so far as law and justice are concerned, on all fours; nominally the Chinese are supposed to be on exactly the same footing as British and foreign residents, but in practice we find a very different state of things—in fact, there is one law for the Celestial and another for the foreigner, the feeble yelping of the *Daily Press* notwithstanding.

We cannot recognise the necessity for this wholesale photographing of men who have committed no offence against the law, and who as a body are honest, industrious, and useful members of the community. Had it been suggested to stamp them with a branding iron for purposes of identification *in the event of their lapsing into dishonesty*, the whole colony would have arisen as one man in its indignation at the mere mention of such barbarity; and yet the moral degradation of this system of photographs, making a man a "suspect" no matter how honest he may have been all his life, is only one degree short of the use of the hot iron. Anything more deplorable than this short-sighted policy we cannot imagine, and it is much to be regretted that Governor DES VŒUX was induced to sanction an uncalled-for and flagrant injustice which has already caused great inconvenience to commercial interests and may yet lead to serious trouble. The situation, although not in any sense alarming, presents some difficulties. Over a thousand men are out on strike, and we know right well that under such circumstances, even in England, dangers are always threatening. So far, nothing has occurred to cause apprehension; there was a bit of a riot, or clansmen's fight, at West Point this forenoon, and doubtless a few paltry skirmishes have taken place along the Praya, and where the cargo-boat men usually rendezvous; but as a rule the strikers have been in all respects orderly and law abiding. A deputation of them, accompanied by a crowd numbering several hundreds, waited on the Registrar General this morning, but as they firmly declined to accede to the Government's demand to be photographed, the interview proved profitless. Meanwhile, shipping business is being greatly hampered, although the facilities afforded by the Hongkong and Kowloon Wharf and Godown Company have removed many obstacles which would otherwise have caused great and general inconvenience.

It is hardly necessary to add that the Government cannot without great "loss of face" retreat from the ignoble position it has so foolishly taken up. Pledged to a policy of coercion, which has even less justice to commend it than Lord SALISBURY'S Irish terrorism, the Executive will be compelled to enforce the observance of the obnoxious and useless measure that has caused the present deadlock. There need be no occasion for the use or display of physical force; threats, like loaded rifles and fixed bayonets, can safely be kept in the background. The Governor must recognise that these poor people are being grossly imposed upon, that their self-respect is being wantonly outraged for no useful purpose whatever, and that they are entitled to just and lenient treatment. If properly approached there should be very little difficulty in amicably arranging matters with the strikers; the authority of the Government must be respected, but if the offensive regulation cannot at present be withdrawn, let it be amended as far as possible and made only temporary in its application. There can be no possible justification in a place like Hongkong for corporations of respectable working men being placed under a criminal ban, and we are quite certain that if the Home Government were made acquainted with the true state of affairs, such offensive distinctions between classes would be at once set aside. If our expensive Police force is unable to cope with the criminal element in the colony without resorting to stupid expedients like forcing this photographing fad on respectable people, it is quite time the entire system were thoroughly overhauled and reconstituted.

TELEGRAMS.

(Reuter.)

FRANCE.

LONDON, April 16th.

General Boulanger has been elected for the Nord by an overwhelming majority of 90,000 votes.

THE GERMAN EMPEROR.

The Emperor Frederick was confined to his bed on Sunday by frequent coughing and irritation of the trachea; bronchitis is feared.

Later.

His Majesty the Emperor of Germany has been attacked by pneumonia. The family have assembled at the Palace and Prince William has been appointed to represent the Emperor.

LOCAL AND GENERAL.

We note that the departure of the Pacific Mail Company's Steamer *City of Peking* for San Francisco *vid* Yokohama, has been postponed to Friday the 20th inst. at 1 p.m.

The 150 Mahrattas ordered by the Macao Government to reinforce the Police force of the Holy City are now *en route* from Bombay to this port. Their joint passage money is said to have amounted to 20,000 rupees, which were paid by the Goa Treasury. No doubt the Macao treasury will reimburse the state colony in due course.

The treaty between the United States and China prohibiting the entry of Chinese labourers into the United States for a period of 20 years has been sent to the Senate.

His Excellency LIU JUI-FEN, Chinese Minister to Great Britain, has advised the Governor of Kweichow that he has completed the purchase of the requisite mining plant for that province.

Among the "fowls of the air" are three—the eagle, swan and raven—which live to the age of 100 years or more. The paroquet and heron attain the goodly age of 60 years. The sparrow-hawk, and pelican may live to be 40, while the peacock and linnet reach the quarter century, and the canary 24 years.

Ngok Afoo, 25, a Ningpo seaman, was to-day charged at the Police Court, on remand, with the theft of $70, the monies of Alexander Mackintosh, master of the steamer *Marcia*, taken on the 3rd inst. A Chinese policeman said that at 7.30 p.m. on that day he arrested the prisoner in Square Street. Mr. Wodehouse remanded the case till Tuesday, April 24th, or pending the arrival of the complainant in Hongkong.

Indian papers report an interesting military foot race for a large stake which was brought to an issue the other day. The rivals were Privates Coveney, Northumberland Fusiliers, and Shrigley, Highland Light Infantry, and the *venue* was at Rawul Pindee, on the race-course, before about two thousand spectators of all ranks, from the Lieutenant-General Commanding the Division down to the smallest drummer. The distance was 200 yards, and the stakes Rs. 5,000, in addition to about Rs. 5,000 more in bets. Coveney broke down about half-way, and Shrigley won easily by about six yards, much to the delight of the men from Peshawur, who came down in crowds, with lots of money to back their champion.

In the present sad outlook of affairs between Church and State in the Philippines, it is refreshing to note the Archbishop of Manila's intimation to the people of the Laguna district, conveying in the most unctuous language his desire of administering Confirmation to the youth of the parishes located in that quarter. The Venerable prelate says:—"In fulfilment of our pastoral charge, we have resolved upon undertaking a holy visit to the parishes of the province of Laguna." It being a settled point in Manila that the religious orders, with the Archbishop at their head, are at present carrying on a formidable opposition to the constituted authorities in the Philippines, one may easily guess what the real objects are of the "holy visit" proposed by the Archbishop.

The repairs to the Hongkong Hotel are rapidly progressing and in every short time the damage caused to the building the other day will be made good. Owing to the new wing, which adjoins that part of the dining-room which gave way, being in course of construction, the substantial renewal of the damaged structure will be effected at a very trifling additional expense. It would have been necessary, under any circumstances, to have demolished a considerable portion of the wall, as the intended alterations, which include an extended dining saloon, a new bar, billiard-room, elevator lift, etc., and the result of the late accident, so far as the public are concerned, will be a far stronger and safer building with many other conveniences which otherwise might have been delayed. *It's an ill wind that blaws naebody guid.*

The British ship *Loch Eck*, of Glasgow, Capt Pittendreigh, which was docked at Amoy the other day, is the largest vessel that has ever been placed in the dock at that port, her tonnage being 1,701. The *Loch Eck* went aground in Keelung harbour owing to one of her cables parting, and had in consequence to go into dock for inspection. It is very much to the credit of the Amoy Dock Company that they possess facilities for docking such large vessels as the *Loch Eck*, and they further have the reputation of doing cheaper work than Hongkong, with all its boasted appliances, and at the same time showing very satisfactory returns to the shareholders. This may possibly be owing to the fact that the practical manager of the Amoy Dock is Mr. James G. Liddell, one of the ancient "Trojans" of Kowloon, whose experience of dock management, acquired after some twenty years service with the Hongkong and Whampoa Dock Company, is probably unsurpassed in the Far East.

Writing in *The Woman's World*, "apropos of a Dinner," "Ouida" defends her habit of giving her guests cigarettes after the *rôti*, and urges other entertainers to follow it. This is not because "Ouida" herself smokes. On the contrary, she has never smoked, and she thinks it "a silly and injurious habit." But, she says, "as men are constituted nowadays, they are not happy without smoking; they do not talk well without it; and, therefore, for pity's sake let them smoke; and if Turkish cigarettes come in after the *rôti* there is no excuse or occasion for that after-dinner smoking, which in England keeps the men drinking by themselves in a very gross and barbarous manner, and in every other country makes them take themselves away from the drawing-room to the smoking-room at intervals throughout the evening. No spectacle confirms a foreigner's invariable impressions of the want of politeness in England like that procession of a dozen ladies streaming out of a dining-room without a man's arm offered to any one of them and climbing up the melancholy staircase by themselves, critically inspecting the folds of each other's trains, and inwardly depreciating each others' coiffures, fans, and jewels, while a dozen men remain behind to drink more claret than is good for them, and to smoke the tobacco for which their souls are sighing. If cigarettes come in after the *rôti*, this ugly and ungallant custom would of itself lapse into desuetude."

Viscount de Bezaure, the French Consul at Canton, and Señor Ortuño, Spanish Consul at Amoy, with their respective families, left to-day for Marseilles by the Messageries Maritimes steamer *Natal*.

Latest Naval news is to the effect that the trials of the two 110-ton breech-loading guns of the new armour-plated barbette ship *Benbow* have been brought to a very satisfactory conclusion at Sheerness. The guns were each tested with the full charges of 1,000lb. of powder, the projectiles fired weighing 1,800lbs. The 6-in. steel breech-loading guns were also tested with charges of 42lb. of powder and projectiles weighing 100lb., the results being also satisfactory.

Our vernal season this year is assuredly one of the gloomiest experienced in this Land of the Sun for many years past. The whole of February and March was cloudy and wet; April commenced with a variation of thunderstorms which went on unabated for many consecutive days and nights, and the temperature, now rising to 79 degrees, now suddenly descending to 60, has undoubtedly contributed to many unpleasant sensations in the living thermometers of the human frame. This morning the sun was visible for a couple of hours, surrounded by an extensive halo of vapour which prognosticates a continuation of wet weather. We shall thus be fairly launched into midsummer without experiencing any of the genial influences of Spring.

A correspondent gives the *Bombay Gazette* some news from Zanzibar where Colonel Euan Smith, who succeeds Sir John Kirke as Consul-General, has recently entered upon the duties of his office. The impression is that had the Home Government taken a decided attitude, the German aggression would have been successfully resisted by the Zanzibaris. As it is, the Teutons now occupy the position hitherto accorded by the goodwill of the Sultan to our countrymen. They are endeavouring, however, to do too much, founding small colonies which the climate decimates. The mortality among the German settlers is very heavy. On the other hand, the British element is standing together and is determined to recover lost ground. A railway of a hundred miles from some convenient point on the coast to the slopes of the African Ghats is under consideration. It will bridge the unhealthy swamps which make access to the healthy interior difficult and dangerous, and will thus pave the way for legitimate trade, which is the best antidote to the traffic in human beings.

Further evidence was taken this afternoon in the Chinese rendition case, before Mr. H. E. Wodehouse. Cheung Lai, who was a witness for the prosecution, in cross-examination by Mr. Dennys, said he was an employé of the pawn-shop company, and had been there about a year as goods wrapper. Witness did not think the first defendant in the dock—who was the man who shot the master of the shop—— exactly intended to shoot the deceased, because soon after they had broken in he heard the prisoner say "If you don't mind I will shoot you," and then the pistol went off, which he thought was by an accident. The deceased was an old man of about 70, and was in the act of walking away when the tragedy happened. The robbers had been in the shop about an hour when this happened and had already been all over the place, which was a house with four floors. An inquest was held on the body by the Chinese officials, and witness said he was present at the inquiry, and informed the Coroner of all the incidents he knew in connexion with the shooting and death. This completed his evidence and the prisoners were again remanded till 10 a.m. on Wednesday next, the 25th instant.

In the Italian Chamber of Deputies on the 17th ulto., Signor Crispi, the Prime Minister, said:—

"I have never understood the reason for the unjust attacks to which I have been subjected on account of our alliances. The treaties of 1882 and 1887 were concluded by the present Government's predecessors in office, but at the same time I must say that I entirely approve them. Even when I was merely a member of the Chamber I always maintained that Italy ought to be in unison with Germany and Austria on all European questions, and with England on all matters relating to the sea.

"In 1877 the Government was informed that Marshal MacMahon, the French President, contemplated steps with a view to the restoration of the temporal power of the Pope. I was consequently charged with a mission, and before proceeding to Germany I went to France, where, among other prominent personages, I saw M. Gambetta, who was in favour of an agreement with Germany. At Gastein the bases were laid of the treaties subsequently concluded.

"The object of these treaties was, however, the maintenance of peace. War will never be provoked by us. Germany has nothing more to desire, and Austria ought to uphold Italy and to think of the reorganization of her internal affairs. To attribute to us bellicose proposals is absurd. We cannot exhibit towards France greater friendship than we do at present. The trifling incidents which have occurred have been settled to the satisfaction of both nations. The best relations, also, exist between this country and Spain, the wise and cautious Government of the Queen Regent assuring a future prosperity to her infant son and the entire country.

"As regards Africa, the Government has never had any idea of conquering Abyssinia. It would be folly to think of such a thing. We merely desired that Italy should regain her former positions and that a good line of defence should be secured. This programme has now been almost carried out, though the question is still open. Further explanations can surely not be required from the Government."

The Premier concluded by expressing the hope that the Chamber would approve the policy of the Government. The speech produced an excellent impression in the House.

We read that a scheme is under consideration for tunneling the volcano Popocatapeti through the wall of the crater, in order to reach the deposits of sulphur inside the mountain.

Messrs. Arnhold, Karberg & Co., the local agents, inform us that, according to a telegram received from the head office, the annual meeting of the China Shippers Mutual S. N. Co passed off most satisfactorily. A dividend of 7½ per cent. was declared, after writing £33,000 off Depreciation Fund, £3,000 off Insurance Fund, and carrying £3,000 forward to new account. The earnings for the current quarter are double the amount earned during the corresponding period last year.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon, when there were present:—His Excellency the Governor (Sir William Des Vœux), Dr. F. Stewart, Colonial Secretary, Mr. J. Russell, Acting Chief Justice, Mr. E. L. O'Malley, Attorney-General, Mr. A. Lister, Colonial Treasurer, Captain W. M. Deane, Superintendent of Police, Mr. J. M. Price, Surveyor-General, Messrs. P. Ryrie, A. P. McEwen, C. P. Chater, J. Bell-Irving, and Wong Shing, (unofficial members.)

The minutes of the previous meeting were read and confirmed.

The Colonial Secretary laid on the table the Educational Report for 1887; also the report of the proceedings of the Finance Committee held on the 4th inst. when the following votes were sanctioned:—A re-vote of $25,000 as the Government's contribution towards the celebration of Her Majesty's Jubilee; the sum of $770 for the conversion of the boatmens' quarters at the Harbour Office into offices for the Registration of Imports and Exports; $300 towards the enlargement of the Basil Mission School; and $270 as an allowance to the head gardener. These votes were put and passed.

His Excellency in referring to the proposal recently set on foot for the erection of a light-house on Gap Rock, said he had communicated with the British Minister at Peking, with Sir Robert Hart, and the Secretary of State for the Colonies, on the matter, and expected within a short time to be in a position to announce that the proposal had been finally accepted.

With regard to the Praya Extension scheme, he had received suggestions and explanations from the military and naval authorities of the Colony, and he hoped he would, within a very short period of time, be enabled to send home for the Colonial Secretary's approval a plan of the intended works on which all parties interested agreed. The home Government was fully alive of the importance of the matter, and would probably hasten its solution.

Mr. A. P. MacEwen, pursuant to notice, asked the Council,—Whether it was the intention of the Government to act up to the recommendations contained in the Commissioners' Report on the subject of Interpretation forwarded in September, last year, which condemned in general terms the system in force in the various Government Departments.

The Colonial Secretary stated in reply that H.E. the Governor having given his careful consideration to the question, was prepared to recommend some of the suggestions of the Report; as to others he was still unable to give a final decision, but he would leave the matter for the consideration of the Financial Committee when the Estimates for 1889 are in course of preparation.

Mr. McEwen moved,—That, in view of the rapid development and extension of the City of Victoria, and the necessity that exists for greater protection against fire, a Commission be appointed to test the advisability of a thorough re-organisation of the Brigade.

After adducing several illustrations of the manner in which Fire Brigades were conducted in Manchester and London, he found that the Police Constables who took part in our local Brigade were over-worked and under-paid, that our water supply was essentially defective, and that a thorough overhaul of our fire extinguishing institutions was urgently required. If the Surveyor General would supply the Council with information as to the probable date when the Tytam water supply would be available on the various levels of the town, and as to the pressure brought to bear on waters so supplied, more accurate calculations could be made, and a surer basis of reform of the Fire Brigade be come to. It was also urgently desirable that the Government should institute enquiries into the origin of the fires in this colony. As during the last six months no less than 24 fires had occurred, entailing serious loss of life and property, no better deterrent could be devised to check incendiarism than a thorough enquiry instituted after the occurrence of every fire.

Mr. P. Ryrie in seconding this motion, remarked that the amount of dissatisfaction prevailing with the members of the Fire Brigade was justifiable on various grounds, and he hoped that the Head of the Executive would co-operate in rendering our Brigade a thoroughly efficient one.

The Surveyor General, in replying to Mr. McEwen, said he had every reason to hope that the Tytam waters would be delivered in the town next November, and that the pressure on the water would be such as to enable the liquid from the hydrants to reach three times the height of the present dwellings located about 400 feet above sea level, which circumstance would greatly facilitate the extinguishing of fires in the Colony.

His Excellency said that taking these facts into consideration, he would rather postpone the discussion as to the advisability of reforming the present Fire Brigade until the Tytam waters should actually be supplied to the city. It was inconvenient to reform the Brigade now as any increase of the staff may in future be found superfluous, on account of the considerable increase in the supply of water as promised by the Surveyor General. He did not, therefore, think it was necessary to organise a commission to investigate this matter at the present time. He was certainly inclined to recommend an increase in the salaries of all members of the Brigade, but as the extent of their work may be affected by the future facilities afforded by an increase of water supply, he thought a bonus should be granted the Brigade for this year, the actual amount of such bonus to be decided upon by the Finance Committee. As regarded the Volunteer Fire Brigades, if the Government granted them any subsidy, they would have to come under Government control in some way or other.

Mr. McEwen said he would show the Council the inaccuracies committed by the Colonial Treasurer at the last meeting. He said that in this Colony there were Companies who did business for no less than 18 different Companies located abroad, and that the great number of fires which occurred here were mostly due to the reckless taking of risks by these Agential Companies who pocketed their commissions. The first statement was incorrect, because although some of our local Companies *figured in the Directory as agents for 18 or 20* foreign Companies, they actually did business with only two or three of them on whose behalf they generally issued policies. As to attributing the fires which occurred here to the facility with which these Companies took risks, he thought the charge was highly injudicious.

The Colonial Treasurer replied that he was sorry he had calculated the extent of business done by the local Companies from the list of their connections as printed in the Directories. As to the second allegation, he did not bring a special charge against any particular Insurance Company, but he said, and would still maintain, that a feeling of uneasiness was prevalent in the Colony as to the origin of many fires which have recently occurred here.

The Attorney General said that he would move at the next meeting for a first reading of an Ordinance to reorganize the Coroner's Inquests in this Colony, the chief object of which was to have such Inquests conducted by a Magistrate, instead of by the Coroner.

The Colonial Treasurer, pursuant to notice, proposed the following amendment in the Bill entitled "The Rating Ordinance, 1888.

Section 1, sub-section 2,—Omit the last sentence of the sub-section and substitute for it the following:—

"Such annual value shall not include the value of any machinery in or upon such tenement."

The Colonial Secretary seconded.

The Council was in Committee on this Bill when our report left.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MR. ALABASTER ON THE CHRISTIANITY OF THE CHINESE.

To the Editor of the "Hongkong Telegraph."

Sir,—I see that Mr. Alabaster, in his translations of Confucius which appear in your columns, translates the one central word in Confucianism as Christianity; a translation which will not fail to make the sinologues, not to speak of the missionaries, stare and gasp. Mr. Alabaster has not taken the trouble to justify his translation, and I hope he will not think it presumption in me to justify it for him.

The missionaries have their own definition of Christianity and would no doubt object to any definition of my making; but I hardly think they can very well object to a definition which the Founder of Christianity himself gave of his teaching. A certain young man, we are told, came to Christ and said: "Master, what good thing shall I do that I may have eternal life?" Christ said unto him: "If thou wilt enter into life, keep the commandments." But he said: "Which commandments?" Christ said: "Thou shalt do no murder; thou shalt not steal; honour thy father and thy mother; and love thy neighbour as thyself." But the young man said: "All these things have I kept from my youth up: what lack I yet?" Christ said unto him: "If thou wilt be perfect, *renounce* all that thou hast and come and follow me."

Here then we have Christ's own definition: renunciation and the obeying of the commandments; *that is Christianity.*

Now let us compare this with Confucius' own definition of the one great word in his doctrine. A young man, his own disciple, came to him one day and asked him to define the word *jen*. Confucius said, "To renounce ourself and to obey the commandments; that is *jen*." When the disciple asked, "Which commandments?" The answer is in a high strain which, with the example of Mr. Alabaster before me, I will translate with words from the Bible which have the same effect upon an Englishman that the Chinese text has upon an educated Chinaman. The words are: "Whatsoever things are true, whatsoever things are elevated, whatsoever things are just, whatsoever things are pure, whatsoever things are amiable, whatsoever things are of good report; have these in your mind and let your actions be guided by them."

SIC PROSIT.

Canton, 13th April, 1888.

OCCASIONAL PAPERS ON CHINESE PHILOSOPHY.

(*By* Chaloner Alabaster.)

THE LUN-YU.

CHAPTER XIV.

Section I.

Hsien asking Confucius what a man ought to be ashamed of, he said—Drawing your salary just the same whether the State be rightly ordered or the reverse.

"You serve the State for the public good, not for your own."

Section II.

When asked if that man might not be said to have attained the perfect life who had no wish to overcome, or pride in victory, or anger that another had obtained what he thought due to him, or covetous desire for what did not fall rightly to him, the sage replied—He has attained to what is very difficult, but I cannot say that that is all that is needed.

"More is needed than mere philosophical indifference."

Section III.

Ill fit is he to tread the scholar's path who has himself as the chief object of his thoughts.

Section IV.

When the State is well ordered you may dare to do and dare to speak, but when it is ill ordered you may dare to do but had best be cautious what you say.

"There is nothing tyranny fears so much as freedom of speech."

Section V.

"The virtuous man will of a surety speak virtuously, but it does not follow that everyone who speaks well is virtuous. The Christian will be bold, but it does not follow that the bold are necessarily Christian.

"Even in the sages day there were bold, bad men."

The Hongkong Telegraph.

No. 1906. WEDNESDAY, APRIL 18, 1888. SIX DOLLARS PER QUARTER.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000

Court of Directors:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | Hon. A. P. McEWEN.
W. G. BRODIE, Esq. | S. C. MICHAELSEN, Esq.
H. L. DALRYMPLE, Esq. | J. S. MOSES, Esq.
H. HOGUES, Esq. | L. POESNECKER, Esq.
B. LAYTON, Esq. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th January, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
10] HONGKONG BRANCH.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1885. [35

Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO be SOLD by PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI *v.* YAU MI HO, No. 42 of 1878, with the approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG the person appointed by the said Court upon the respective premises on the days hereinafter mentioned, viz.:—

ON
THURSDAY,
the 3rd day of May, 1888, at
3 O'CLOCK IN THE AFTERNOON.

IN FIVE LOTS the VERY VALUABLE BLOCK of BUILDINGS situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese business portion of the City and with frontages to three important Public Streets viz.:—Bonham Strand, Wing Lok Street and Cross Street and comprising:—Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Strand. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON
FRIDAY,
the 4th day of May, 1888, at
3 O'CLOCK IN THE AFTERNOON.

IN SIX LOTS the VALUABLE PROPERTY situate on INLAND LOT No. 205D in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and 1, 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the Remaining Portion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 212C and the Remaining Portion of Inland Lot No. 212B,

ON
SATURDAY,
the 5th day of May, 1888, at
3 O'CLOCK IN THE AFTERNOON.

IN ONE LOT a PIECE of VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowrington between Matheson and Percival Streets and suitable for the erection of Kerosine Godowns.

The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors and at Mr. J. M. ARMSTRONG, the Auctioneer.

Particulars and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EWENS, Solicitor, Hongkong, of Mr. WEBBER, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

Dated this 12th day of April, 1888.

ALFRED G. WISE,
403] Acting Registrar of the Supreme Court.

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [877

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [150

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship "CITY OF PEKING" are hereby notified that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained on Countersignature of Bills of Lading. Goods remaining unclaimed after the 23rd instant, will be subject to rent.

No Fire Insurance has been effected.

CHS. D. HARMAN,
Agent.
Hongkong, 16th April, 1888. [1

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 20th April, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 18th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 13th April, 1888. [400

Intimations.

KELLY & WALSH, LD.

WORKS OF UTILITY AND REFERENCE.

SEATON'S Manual of Marine Engineering.
Winton's Modern Steam Practice and Engineering.
Deschanel's Natural Philosophy.
Ganot's Physics.
Men of the Time—latest edition.
Men of the Reign, companion volume to Men of the Time, containing biographies of distinguished men who have died during the Victorian Era.
Culley's Hand Book of Practical Telegraphy.
Cassell's Manual of Surgery.
Lecky's Wrinkles in Practical Navigation.
Gordon's Electricity and Magnetism.
Bryant and Straton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7, 6, 5 and 1 per cent.
Lee's Laws of Shipping & Insurance.
Beard and Rockwell's Medical and Surgical Electricity.
Thomson's Gardener's Assistant.
Beeton's Book of Garden Management.
Lowndes's Law of General Average, 1888 Edition.
Johnston's General Gazateer.
Todhunter & Pearson's History of the Elasticity and Strength of Materials.
Phillip's & Banermann's Elements of Metallurgy.
The A. I. Telegraph Code; an enlargement of the A B C Code.
Hopkin's Average and Arbitration.
Arnold's Law of Marine Insurance.
Haswell's Pocket Book.
Cassell's Family Physician.
Greener's The Gun and its development, with notes on Shooting.
Cassell's Book of Sports and Pastimes.
Bartlett's Familiar Quotations.
Crabbe's English Synonyms.
Roget's Thesaurus of Words.
Hutchinson's Practice of Banking.
Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c., 75 Cents.
Practical and Inductive Book-keeping, adapted to the use of Schools and for self-tuition, with special reference to the Methods obtaining in China, by J. L. Hart-Milner.
The Portfolio Volume for 1887.
Youatt, on the Horse. Stonehenge, on the Dog.
Every Man his own Mechanic.
Every Man his own Lawyer.
Every Body's Lawyer. The Thrift Book.
Thomson's Dictionary of Domestic Medicine.
Du Money's Electricity as a Motive Power.
Tower's Useful Things to know about Steam Boilers.
Kemp's Hand Book of Electrical Testing.
Griffin's Chemical Testing of Wines and Spirits.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
"Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 91

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR:

EXPORT BIER BRAUEREI, DREWS & Co., Gaarden, near Kiel.
IMPERIAL BEER, Quarts and Pints.
KIELER EXPORT LAGER BEER.
APENRADE ACTIEN BRAUEREI.
APENRADE BEER, in Quarts and Pints.
BERGEDORF VEREINS BRAUEREI.
BERGEDORF BEER in Quarts and Pints.
BREWERY "BAVARIA" MUNICH.
HACKERBRAEU in Quarts and Pints.

FRIEDRICH KROTE'S COBLENZ,
Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenheimer, Geisenheimer, Rauenthaler, Josefshofer, Berncastler Doctor, &c.

Now on view, for the first time imported to this Colony:
SPLENDID PIANOS
With Mechanism for transposing for the accompaniment of singing or other instruments.

HEUERMANN, HERBST & CO.,
Queen's Road, 14.
Hongkong, 10th January, 1888. [27

LANE, CRAWFORD & CO.

FOR SALE.

FAIRY LAMPS.
FAIRY LAMP CANDLES.
NEW TABLE DECORATIONS.
FLOWER BASKETS & VASES.
NEW GLASSWARE.

CONSISTING OF:—

LANE, CRAWFORD & Co.'s Special Table Sets of best thin quality Plain Glass.
1 doz. Liqueurs.
1 " Sherry.
1 " Ports.
1 " Claret.
1 " ½ pt. Tumblers.
1 doz. Soda Tumblers.
1 " Champagne do.
1 " Finger Glasses.
2 only Quart Decantors.
1 " Claret "
} For $40.00.

Dinner Sets, Tea Sets, Breakfast Sets, Toilet Sets, Toilet Table Sets, and Crockery of all kinds.

LANE, CRAWFORD & Co.

Hongkong, 22nd March, 1888. [29

W. BREWER

HAS JUST RECEIVED.

DEMON TENNIS BATS.
Tennis Balls.
Tennis Shoes.
Renshaw Tennis Bats.
Ladies' Tennis Shoes.
Presses for Single Racquets.
Footballs, "Association" and "Rugby."
Handsome Plush Frames on Easels.
Fine Stock of Albums for Cabinets only, and assorted sizes.
Ladies' Handbags.
New Photos of Fashionable Beauties.
Palette Shape Mirrors for Table.
Dictionary of Engineering Terms.
Seaton's Marine Engineering.
Hutton's " "
Reed's " "
English, German and French Dictionary.
Stonehenge's Rural Sports.
" On the Dog.
Electric Motor, and its application.
Ayrton's Electricity.
Draper's Medical Physics.
Kirchner's Manual Psychology.
Ornamental Alphabets.
New Stock of Meerchaum Pipes.
Copying Presses.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 22nd March, 1888. [100

ROSE & CO.

HAVE RECEIVED

AND ARE SHOWING A CHOICE ASSORTMENT OF

MATERIALS FOR LADIES AND CHILDREN'S

SPRING AND SUMMER DRESSES,

IN NEW DESIGNS.

Also,

A LARGE STOCK OF LADIES AND CHILDREN'S STRAW HATS.

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.
37 & 39, QUEEN'S ROAD, HONGKONG.
Hongkong, 7th April, 1888. [40

Shipping.

STEAMERS.

STEAM TO BOMBAY, VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship "THIBET"
will leave for the above places TO-MORROW, the 19th April, at 3 P.M.

E. L. WOODIN,
Superintendent.
Hongkong, 14th April, 1888. [414

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamer "KONG BENG,"
Captain R. Jones, will be despatched for the above Ports, on FRIDAY, the 20th instant, at 10 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 16th April, 1888. [415

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "TITAN,"
C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 8th March, 1888. [278

FOR SAN FRANCISCO.

THE American Ship "PACTOLUS,"
Burnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 6th April, 1888. [381

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 4 P.M., the Company's Steamship "BAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th April, 1888. [4

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship "BATAVIA"
2,650 Tons Register, Watton, Commander, will be despatched for VANCOUVER, B.C., KOBE, and YOKOHAMA, on THURSDAY, the 10th May, at THREE P.M.

To be followed by a Steamer "....." on the 1st June & "PARTHIA" on the 21st June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—	
To Vancouver and Victoria...(Mex.)	$160.00
To San Francisco.....	175.00
To all Common Points in Canada and the United States	200.00
To Liverpool	300.00
To London.....	305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 9th May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th April, 1888. [36

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF PEKING"
will be despatched for San Francisco, *viâ* Yokohama and Honolulu, on FRIDAY, the 20th April, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....	$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 18th April, 1888 [1

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "VENETIA," Captain F. J. Cole, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the 25th April, at DAYLIGHT.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 2 P.M., on the day before sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; and General Cargo at Bombay, arriving one week later than by the direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 12th April, 1888. [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO"
will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 1st May, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....	$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool	325.00
To London.....	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 9th April, 1888. [8